

NOTES ON WILD
LIFE IN HONKONG
AND SOUTH CHINA.
By the Rev. O. A.
BUNBURY, M.A.
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No. 16,154.

號三十月二年五十五百九千壹英

HONGKONG, SATURDAY, FEBRUARY 18, 1915

寅甲戌年四國民華中

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Lasting Work and Painless
Operations. No charge for examinations.
Fees moderate. Diploma, Tokyo.

T. YAMASAKI,

34, Queen's Road, Central.
(CORNER OF FLOWER STREET).

Telephone No. 1362.

Hongkong, February 2, 1915. 1277

THE FALKLANDS FIGHT.

As a result of the British fleet visiting
Montevideo, we learn that the British
cruisers Invincible and Indefatigable had been
sent out from home to deal with the
German squadron. The date on which
these vessels left is not stated, but it must
have been in the second week of November,
or within a few days of the news arriving of
Crack's defeat. It is also clear that they
only arrived at Port Stanley on Dec. 7, or
just in time, since on the following morning
the German squadron turned up. It was a
fine piece of work, calculated with the
utmost accuracy, a distance of 14,000 miles
at high speed had to be covered by the
ships on their journey, and their arrival on
the spot to the minute constituted an un-
paralleled feat. It is clear that Admiral
Vice was well supplied with information
about the movements of the ships in
South America waters. The knowledge
that an Anglo-Japanese squadron was ap-
proaching from the North must have
warned him that he had come to the end
of his tether in the Pacific. Doubtless, he
knew or guessed that the Canopus was
sheltering at the Falklands, and Port
Stanley. If it is true that the Canopus
offered facilities with its store of coal
and wireless station, at an admirable base
for raiding purposes. It is reported that
the German admiral had many reserves
with him, and had been successful
to form a garrison, and had been successful
in his enterprise to regain the islands.
The Canopus was the chess in the move-
ment. Just when the prize seemed within
his grasp the appearance of the two great
battleships must have been a severe
disappointment. It was a triumph for the
policy of mystification, for which the
Admiralty have sometimes been taken to
task. London and China Express.

The first meeting of creditors was held
on 30th Dec. at the London Bankruptcy
Court under a receiving order made against
Mr. Cecil de Winter, described as of
5, London-wall-buildings, E.C., company
promoter and director. Mr. E. Liddan,
Hough, Senior Official Receiver, reported
that accounts had been lodged showing
liabilities of £131,089 to rank against assets
valued at £106. The debtor had stated
that prior to 1902 he was engaged in Cyprus
as a coffee and tea planter, but in that year
returned to England and subsequently
became directly interested in the promotion
of a large number of rubber companies
to acquire property in the Federated
Malay States and elsewhere. Among the
number were the Jolly, the Golden Hope,
Rubber Tanned Leather Co., Bangawan,
Bernum Parak, Bakit, Brish, Castlefield,
Rubber Securities, Ratanui, Sangoi Kari,
Krian, and the Latex Company. The
debtor had been in receipt of an income of
£1,400 per annum from his fees as director
and share of company profits. He attrib-
uted his failure to business connection with
companies in which he had invested con-
siderable sums of money, inability to
obtain his share of the profits of the
Produce Agency Syndicate, and to liability
under a bill for £7,000 in respect of which
he had received no consideration. In the
absence of any proposal the case was left
in the hands of the Official Receiver.

COUGHING INTO
CONSUMPTION

"Only a Cough" but you stop
while it is ONLY a cough.

WATERBURY'S
METABOLIZED
COD LIVER OIL
COMPOUND

Best preparation made
for combating severe coughs.
CURES any cough that is
only a cough. Very palatable.
OF ALL CHEMISTS

PRICES: \$1.25 and \$2.25

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BARGES, STEAM OR OIL LIGHTERS, LAUNCHES,
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SOLE AGENTS FOR KELVIN MOTORS.

RACE BOOKS 1915.

Leather Covered \$2.00
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May be had from NOKONIA & Co.
(Printers to the Hongkong Jockey Club.)
KELLY & WALSH, Ltd.
BREWERS & Co.

Hongkong, Feb. 9, 1915. 125

RACE BOOKS

OWNER'S NAME

DATE

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AND

ON THE COVER.

Price \$1.00

CHINA MAIL OFFICE.

DIOCESAN SCHOOL OLD BOYS'
ASSOCIATION.

A SMOKEING CONCERT will be held
at the SCHOOL on FRIDAY the
19th instant at 8.30 p.m. Old Boys who
wish to attend please communicate with
the Hon. Secretary.
H. GITTINS,
C/o Messrs. JARDINE MATHESON & Co. Ltd.
Hongkong, Feb. 11, 1915. 125

NOTICE.

THE EAST INDIA SEA & FIRE
INSURANCE CO.

WE HAVE taken over the AGENCY
of the above Company in Hongkong
and are now prepared to grant FIRE and
MARINE policies of insurance at Current
Rates.

THE CHINA COMMERCIAL CO.,

3, Duddell Street.

Hongkong, January 18, 1915. 40

NOTICE.

L'UNION FIRE INSURANCE
COMPANY LTD. OF PARIS.

WE HAVE taken over the AGENCY
of the above Company formerly held
by Messrs. FLEMING & Co. and are
prepared to ACCEPT RISKS from this
date.

CREDIT F. NICKER

D'EXTREME ORIENT,

Princes Buildings.

Hongkong, January 21, 1915. 52

HONGKONG & SHANGHAI BANK

ING CORPORATION.

NOTICE IS HEREBY GIVEN that the
ORDINARY HALF-YEARLY
MEETING of the SHAREHOLDERS in
this Corporation will be held at the City
Hall, Hongkong, on SATURDAY, the
20th day of February, 1915, at 3.00 p.m.
for the purpose of receiving the Report of the
Directors together with a State-
ment of Accounts to 31st December, 1914.
The REGISTER of SHARES of the
Corporation will be CLOSED from MON-
DAY, the 8th February, to SATURDAY,
the 20th February, 1915 (both days
inclusive), during which period no Transfer
of Shares can be registered.
By Order of the Court of Directors,
N. J. STABB,
Chief Manager.
Hongkong, February 3, 1915. 103

HUMPHREYS ESTATE AND
FINANCE CO., LTD.

NOTICE IS HEREBY GIVEN that the
ORDINARY ANNUAL GENERAL
MEETING of SHAREHOLDERS will be
held at the Hongkong Hotel, Hongkong,
on SATURDAY, 20th February, 1915 at
1.30 p.m. for the purpose of receiving the
Report of the Directors together with a
Statement of Accounts for the year ending
31st December, 1914.
The TRANSFER BOOKS of the
Company will be CLOSED from the 13th
to the 23rd February, (both days inclusive)
during which period no Transfer of Shares
can be effected.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, Feb. 11, 1915. 128

BUSINESS NOTICES.

THE TAIKOO DOCKYARD AND

ENGINEERING CO. OF

HONGKONG, LTD.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGE-
MASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL,
ELECTRICAL AND MECHANICAL ENGINEERS.
WELDING AND CUTTING OF METALS BY OXY-ACETYLENE
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Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway
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GRAVING DOCK: 187' x 88' x 3' 7"
Pumps empty Dock in 2.54 hours.

TURKISH PATENT SLIPWAYS taking vessels up to 1,000 tons displacement,
providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES
throughout the Shipyard ranging up to 100 Tons.
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

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PETROL & KEROSENE MARINE MOTORS 7-1/2 to 150 H.P.
As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS,
LAUNCHES, HOUSEBOATS & PLEASURE CRAFT OF EVERY
DESCRIPTION.

MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, ETC.
Dockyard Manager can be seen between the hours of 11 a.m. and 12 noon at the
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HONGKONG, CHINA AND JAPAN AGENTS.

Telegraphic Address:—TAIKOODOCK. Telephone No. 212.

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CHARGES—

Turkish Bath 13
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Complete Body Massage 9
Simple Bath 75 cts.

FOR MEDICAL BATH DOCTORS' PRESCRIPTION WANTED.

SPECIAL PRICES FOR VOLUNTEER.

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No. 1 Tea 95 cts. per lb. Foochow Buds 90 cts. per lb.

Our own Special Blend of India & China Teas
85 cts. per lb.

Roasted & Ground daily the best Java Coffee
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For absolutely the best Cup of Tea, Coffee, Cocoa; also Scones, Cakes, etc.
procureable in Hongkong—to be obtained only at

THE ALEXANDRA CAFE

LADIES CLOAK ROOM

THE HONGKONG HOTEL

AND

GRILL ROOM

J. H. TIGGART,

MANAGER.

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A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS' HOTEL.

Telephones in all rooms. First-class Cuisine, Lounge, Smoking and Ladies' Rooms,
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Terms.—From \$5 per day Max. Telegraph Add: "Peacful"
P. O. PEURTEL,
Manager.

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the vicinity of all the principal Banks.
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In Bags of 251 lbs. net.

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CRUICKSHANK'S COUGH BALSAM.

A VALUABLE REMEDY FOR COLDS, BRONCHITIS, ASTHMA AND
ALL DISEASES OF THE CHEST AND LUNGS.

PRICE \$1.00 Per Bottle.

MARTIN'S MIXTURE.

A SPECIFIC FOR INFLUENZA, HAY FEVER, COLD IN THE HEAD.

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Established 1823

MANUFACTURERS OF

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STRAND 3" to 15" CABLE LAYED 5" to 15" 4 STRAND 3" to 10"

Oil Drilling Cables of any size up to 3,000 feet in length.

Prices, Samples and full particulars will be forwarded on application to
Shewan Tomes & Co., General Managers.

Hongkong, April 11, 1915.

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"While-you-wait" Photography.

JUST ARRIVED FROM JAPAN A FULLY QUALIFIED ARTIST WITH
APPARATUS AND MATERIALS WHICH CAN FINISH
IN AN HOUR

PRICE 2.00 per 3 pcs. for Post Card.

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ENGINEERS AND SHIPBUILDERS, BOILERMAKERS, BRASS AND IRON
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over thirty years' experience. We own two slipways and can accommodate any craft
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Town Office, 48, CONNAUGHT ROAD CENTRAL, Hongkong. Telephone No. 459.
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Estimates furnished on application.

Hongkong, April 1, 1915.

WONG PING WA, Manager.

ROURNVILLE
COCOA



The Cocoa
with the
most delicious
flavour.

Made by
Cadbury's
from the
finest Cocoa

Hongkong, Dec. 17, 1906.

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SHIP CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAL
MERCHANTS, &c., &c., OF FIFTY YEARS STANDING
SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL.
FRANCISCO TSE YAT, General Manager
Hongkong, August 12, 1908.

THE AUSTRALIAN ORIENTAL LINE.

HONGKONG TO MANILA, ZAMBOANGA & AUSTRALIAN PORTS.

SAILINGS (SUBJECT TO ALTERATION).

Steamers	Arrive Hongkong	Leave Hongkong for
"TAIYUAN"	February 17th	Feb. 20th, at Noon.
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These steamers are fitted with Refrigerating Machinery, ensuring a plentiful
supply of ice, fresh provisions, etc., and have superior accommodation with Electric
Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is
carried. Reduced Fares. Cargo booked through for all Australian, New Zealand
and Tasmanian ports.

For freight or passage apply to BUTTERFIELD & SWIRE, Agents.

Telephone No. 36.

Hongkong, February 9, 1915.

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THE KAILAN MINING
ADMINISTRATION.

KAIPING COAL

Now well-known throughout the East for

STEEL RAILING, FORGING, STEEL MAKING, SHIPS' BUNKERS AND
HOUSEHOLD PURPOSES.

KAIPING COKE

Competes with the best quality English Coke for
FOUNDRY, SMELTING AND HOUSEHOLD PURPOSES.

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BEST
FIRECLAY,
STOCKS ALWAYS ON HAND.

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TELEPHONE: No. 462.

DODWELL & CO., LTD., Agents.

A Natural
Remedy

Time was when disease was thought to be due
to the direct influence of evil spirits, and exorcism
and magic were invoked to cast it out.

Science has taught us wisdom. The evil
spirits exist still. We call them "Disease
Germs," and they also must be cast out. Once
lodged in the stomach or intestines, fever with
its hallucinations, or biliousness with its aches
and pains, is the result.

ENO'S
FRUIT SALT

is the approved remedy for driving out disease
germs. Its action is quick and thorough. It
clears the intestines, rouses the torpid liver to new
life, stimulates the mucous membrane to a healthy
action, and cleanses and invigorates the whole
digestive tract.

It may be safely taken at any time by young
or old.It is very effective in the early stage of Diarrhoea
by removing the irritating cause.Be prepared for emergencies by always keeping
a bottle in the house.

Prepared on y by

G. ENO, Ltd., FRUIT SALT WORKS, LONDON, ENGLAND.

SOLD BY CHEMISTS AND STORES EVERYWHERE.

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MITSU BISHI GOSHI KWAISHA
(MITSU BISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKA-
SIMA, OCHI, MUTARE, YO-
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Co.SINGAPORE: Messrs Borneo Co.
Ltd.GLASGOW: Messrs A. R. Brown,
McFarlane & Co., Ltd.

For particulars, apply to

K. KATO,

Manager,
No. 2, PEDDER STREET,
HONGKONG.

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Business Connection in all
Countries.INTERNATIONAL COMMERCIAL
INTELLIGENCE BUREAU.AMSTERDAM, BRUSSELS,
DAMRAK 60, 21, BO. 57 JARDIN
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thousand firms are subscribers and sup-
port the Bureau through an annual fee.
All correspondence to be addressed to:
J. BENDIEN, Director I.C.I.B.,
Damrak 60, Amsterdam.

Hongkong, March 5, 1914.

HONGKONG HORTICULTURAL
SOCIETY.

ANNUAL SHOW.

THE FLOWER AND VEGETABLE
SHOW will be held on the 4th and
5th March in the Botanical Garden.
Intending Exhibitors should send their
entry forms to the Hon. Secretary not
later than 25th February. Copies of Rules
and Schedules may be obtained from the
Hon. Secretary.

F. HOWELL,

10 Des Voeux Road, Central.

Hongkong, Feb. 9, 1915.

NEW MACAO HOTEL.

NOTICE.

TAKE NOTICE that on and after the
1st day of February, 1915, the
Management of the above HOTEL will
be carried on by L. W. MAX in place of
O. C. MOUSTON, and all future correspondence
and orders must be signed by the said
L. W. MAX.

NEW MACAO HOTEL,
Macao.
Macao, 4th February, 1915.

FRENCH LESSONS

G. MOUSSON,

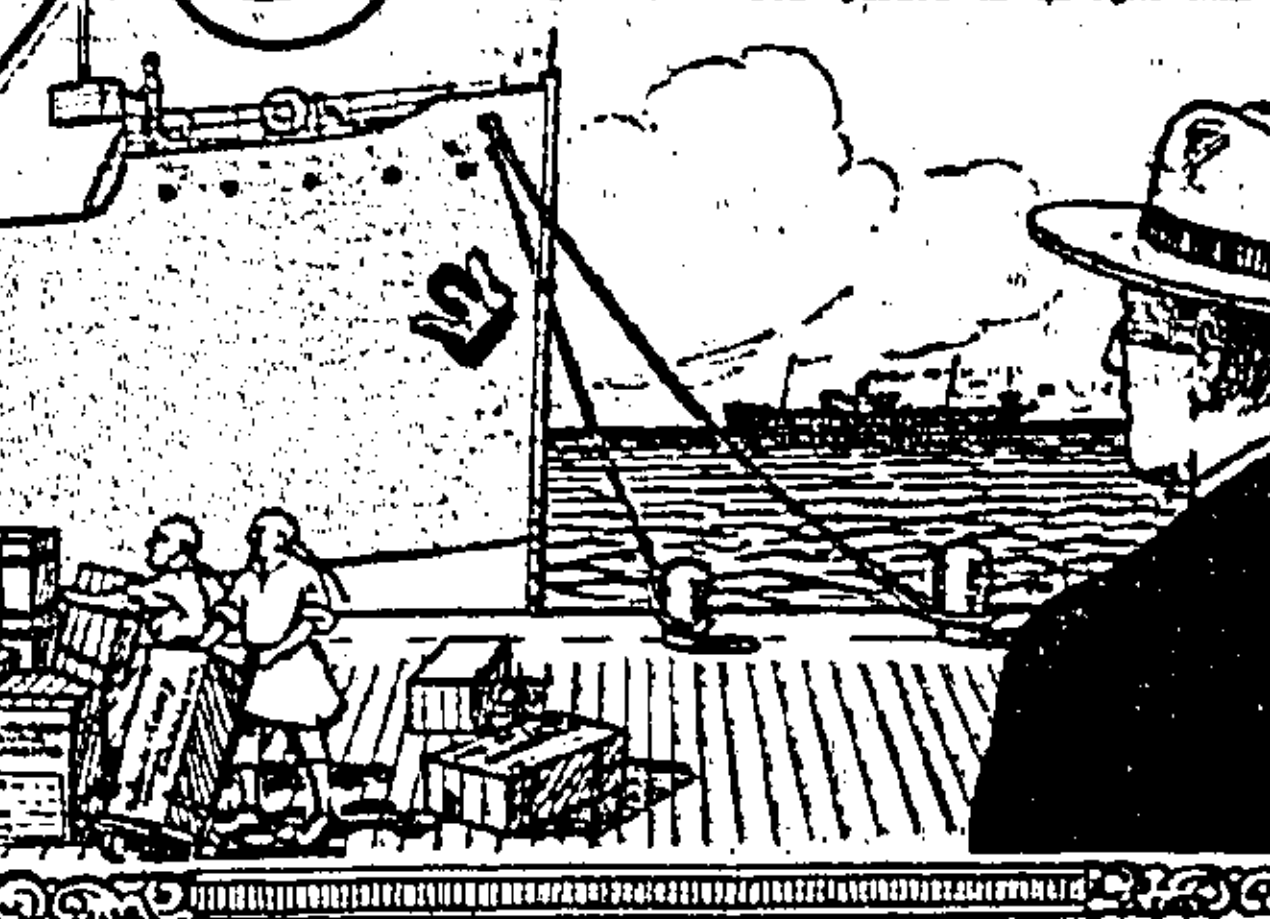
15, Morrison Hill Road.

As Welcome as the Mail

With their uniform fullness of flavour, delicious
fragrance and unchallengeable purity, Aide-de-Camp
Cigarettes are a source of unrivalled pleasure and
satisfaction.

Aide-de-Camp
Virginia Cigarettes

Skilfully blended by experts from the choicest
Virginia leaf and packed in air-tight tins.



PRICE, 75 Cents a Tin of 50 Cigarettes.

In Return for 10 empty "Aide-de-Camp" tins we give one beautiful
Calendar for 1915.

WESTMINSTER TOBACCO CO., LTD.

18 BANK BUILDINGS,
HONGKONG.

THE PEKIN SYNDICATE.

DIRECTORS CONFIDENT OF
SUCCESS.

An ordinary general meeting of the
Pekin Syndicate, Limited, was held at
the Cannon-street Hotel, London, E.C.,
on the 30th ult., Mr. Rene de Cereville
presiding. The notice convening the
meeting and the auditors' report having
been read, the Chairman said:—

On account of the war, and of the
strained and disturbed situation which
prevailed and has followed the present
crisis, the number of directors attending
this meeting is exceptionally small.
Count du Chaylard has been obliged,
through private duties, to remain in
France, whilst Count de Segur, as a
captain in the French Artillery, is busy
on the fighting line somewhere in the
region of the Alps. Lord Curzon, whom
we had been glad to appoint Chairman
recently, and who is likewise performing
military duties, has found it necessary,
much to our regret, to resign for per-
sonal reasons. Two directors, Mr.
Chaunty Inghelb and Mr. Charles Vic-
tor, have retired from the board. The
former had acquired a great experience
of Chinese affairs in the employ of a
leading French bank, and had afterwards
been appointed London manager of an-
other leading foreign bank. Therefore,
on more than one occasion, his advice
was most useful to the company. Mr.
Victor, well known on the other side
of the Channel as a man of wide finan-
cial experience and tireless perseverance,
has played a most important part in
introducing into the French market the
Siam shares, and has never ceased to
struggle for the company's support of a
large body of shareholders. I am sure
you will accord both these gentlemen a
heartily vote of thanks for their services.

With your permission, I propose to
adopt the customary practice of con-
sidering the report and accounts as read.
It will be remembered that in the report
of the joint consulting and mining en-
gineers a year ago, reference was made
to the disease known as "Mines' worm,"
which had obtained a hold at the mine,
and it was stated that strenu-
ous efforts were being made to eradicate
it. The Directors are glad to be able to
state that a recent report from the
medical officer at the mines certifies that
the disease has now been entirely erad-
icated, and that no new case, among
either the native or foreign staffs, has
come under his notice since the previous
report. It is true, as mentioned in the
report, that the European troubles tem-
porarily interfered with our affairs; for
instance, our sales have been curtailed;
but the staff have joined the colours,
our collier has been chartered by the
British Admiralty; a certain amount of
coal has been seized, and, of course, not
paid for by the German authorities in
Shantung; shipping and mail facilities be-
tween Europe and the Far East have
been, and are, either stopped or delayed,
but the company's property has not been,
and is not likely to be, interfered with.
There is no sign of any feeling against
foreigners, and it is to be expected that
in Chinese, as well as in European affairs,
the joint British and French interests
will ultimately profit by a better notion
of civilised and peaceful methods, such
as the Chinese people, for historical rea-
sons, are more apt than anyone else to
appreciate and reciprocate.

Some shareholders, I understand, are
somewhat doubtful as to the policy which
has been recommended by the board in
the latest annual and interim report of
a closer co-operation between the com-
pany and the Chinese authorities. In
this respect I am glad to say that nego-
tiations with the provincial authorities in
view of facilitating improved working
conditions and extending operations
which have been in progress some time
have now reached a stage when a satis-

factory settlement may be confidently
anticipated, and that a preliminary agree-
ment to this effect has already been
signed, particulars of which cannot be
disclosed until negotiations are com-
pleted. According to these news, we
have full confidence that our contract
with the Central and Provincial Govern-
ments will be made to work more
smoothly than ever, and I hope more
profitably. The Directors regret, how-
ever, that they are unable to recommend
the distribution of a dividend. No one
can foresee the development of the pre-
sent crisis in financial affairs, and it is
therefore a duty more imperative than
ever to husband the company's resources
until we can sail in smooth waters again,
and not to enter into the dividend-paying
stage at a time when older and more
firmly established concerns are experi-
encing difficulties in this respect. We
received last week a cheque for £20,000
from the Government of the Republic
of China, the interest in respect of
Coupon No. 10 due January 1, 1915, on
the Chinese Government Honan Railway
5 per cent. (Gold) Loan. It is especially
gratifying at this juncture, and at the
present time, to again mention that the
Chinese Government has never failed to
fulfil its obligations.

I propose that the Directors report
and accounts made up to June 30, 1914,
be and the same are hereby received
and adopted.

Sir Richard D. Ardrey, K.C.B., se-
conded the resolution.

SHAREHOLDERS' QUESTIONS.
Mr. Sydney Perks: Would you kindly
let us know separately the items in the
profit and loss account making up the
directors' remuneration, travelling ex-
penses, and so on, and also interest on
investments, Gold bonds, and deposit,
and current accounts? I think we ought
to have these items separately, and will
you kindly let us have them, please?

The Solicitor (Sir Frank Crisp): I
will read them. The item of directors'
fees is £9,600. The directors' travelling
expenses are £736 4s., of which the de-
tails are given here. Office rent, house-
keeper, and so on, £1,602 12s. 10d., less
amounts received from another company,
which reduces the net expenditure of
£1,552. I need not read the shillings.
The salaries are £9,625; secretary,
£1,325; and the assistant-secretary and
the staff make up the difference. The
auditors' remuneration is £137 10s.,
the law costs are £400, advertising £758 15s.,
cablegrams and telegrams £174, general
expenses £216—there is a long detail of
these, but it is not worth reading them
out. Then, cost trials £33 and bank
warrants expenses £45. These
were the London expenses. Now we
come to the expenditure in Paris. Office
rent £122; managing directors' and other
salaries £9,921.

Mr. Abbott: Is this in addition to
the other £3,000 odd?

The Solicitor: That is for London,
and this is for Paris. The managing
director has £3,000 per annum. Travelling
expenses are £188, and general ex-
penses in Paris are £71. That makes
up the total that appears in the profit
and loss account.

The Man Who
Gets There

Is the man who has blood—
real rich red blood and
plenty of it—in his body.

WATERBURY'S
METABOLIZED
COD LIVER OIL
COMPOUND

makes blood—lots of it—life-
giving, brain nourishing,
strength replenishing blood.

OF ALL CHEMISTS.

Price: \$1.25 and \$2.50.

Mr. Perks: On the other side we
should like to know the interest on in-
vestments, Gold bonds, etc., and what
the profits were on the working of the
collier.

The Solicitor: The £47,101 is made
up as follows:—Chinese Government
Treasury bonds £9,840; Peking-Pukow
Railway, £3,657; deposit accounts,
£672; current accounts, £119; Chinese
Government Honan Railway 5 per cent.
Gold Loan, £28,206; profits on the real-
ization of 500 Founder shares in the Ban-
qua Industrielle de Chine, £9,941; com-
mission on taking up Treasury bonds,
£1,784 (that is, less a small refund of
income tax and less interest on propy-
ment of instalments). In China there
are some small amounts, making alto-
gether £921. That makes up the total
of £47,101.

Mr. Perks: Then apparently there is
no profit on working the collier. You
have got that down as a special item,
but you do not give any details about it.

The Solicitor: We have not started
a profit and loss account yet for working
the collier.

Mr. Perks: There is no sum of money
earned; surely that is not so?

The Solicitor: You will see on the
right-hand side of the balance-sheet a
total amount of £919,178. The profit is
in that.

Mr. Perks: I want to know how
much of the £47,101 is the profit on the
working of the collier.

The Solicitor: The collier or the
collier?

Mr. Perks: The collier.

The Solicitor: £1,053.

Mr. Perks: There has been an article
in Truth in which, if I remember rightly,
it states that in the balance-sheet you
give the cost of equipment of the steam-
ship Sir Richard Ardrey as over £42,000.
Can you give us the items of last year
and the year before?

The Solicitor: The cost of the collier
in the 1913 accounts was £42,104, this
year it is £42,639, and in 1912 it was
£38,000.

Mr. Perks: Will you kindly tell us
how it is that the value of this steam-
ship has so very much increased, whereas
the usual idea, I think, is to write off
a large sum for depreciation?

The Solicitor: In 1912, when the
figure was £38,000, the collier had not
been completed; in the next year, when
the amount was £42,268, it was com-
pleted; and this year we have added a
wireless installation to it.

Mr. Perks: You have added nothing
for depreciation at all on the steamship,
is there any depreciation included in it?

The Solicitor: 5 per cent. per annum
depreciation was allowed.

Mr. Abbott: And it now stands at
what?

Mr. Perks: £42,639. Could you tell
us the cost of the wireless installation,
please?

The Solicitor: £450.

Mr. Perks: Does that make up the
difference?

The Solicitor: It practically makes
up the difference. There are some small
expenses in addition—£60 or so.

The Chairman: Are there any fur-
ther questions? I wish to repeat, upon
these figures in the accounts, that we
shall always be glad to give any par-
ticulars at our office.

The resolution for the adoption of the
report and accounts was then put and
carried.

Mr. Perks: I propose: "That in
future further information shall be given
in the profit and loss account, the profit
or loss being allocated to each item in
such account." I do not want a whole
mass of figures, but where you have
separate items I want those sums set
out.

Mr. Hall seconded the resolution,
which, on being put to the meeting, was
lost.

UNACCEPTED NOTIONS.

Mr. Perks: The next resolution I
have to move is: "That in the opinion
of this meeting the directors should con-
sent to forego their remuneration until
the company pays a dividend." Appar-
ently from the information given to-day
they paid in directors' fees in London
£9,600, and in Paris £9,921, making a
total of £19,521.

The Solicitor: You cannot move that
as a resolution, Mr. Perks—not at this
meeting.

(Continued on page 5.)

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DON'T Forget after this show, Supper,
and Right Mischief.

ALEXANDRA CAPE.
Open Till Midnight.

INTIMATIONS

RANK HOLIDAYS.

IN accordance with Ordinance No. 6 of
1912, the EXCHANGE BANKS will
be CLOSED for the Transaction of
PUBLIC BUSINESS on MONDAY and
TUESDAY the 15th and 16th instant.
Hongkong, February 11, 1915.

MARINE INSURANCE ASSOCIATION
OF HONGKONG.

CHINA NEW YEAR HOLIDAYS.

NOTICE IS HEREBY GIVEN that all
MARINE INSURANCE OFFICES
will be CLOSED for the Transaction of
PUBLIC BUSINESS on MONDAY and
TUESDAY, 15th and 16th February,
1915.

By Order,

A. R. LOWE,
Secretary.
Hongkong, Feb. 12, 1915.

FIRE INSURANCE ASSOCIATION
OF HONGKONG.

CHINA NEW YEAR HOLIDAYS.

NOTICE IS HEREBY GIVEN that all
FIRE INSURANCE OFFICES
will be CLOSED for the Transaction of
PUBLIC BUSINESS on MONDAY and
TUESDAY, 15th and 16th February,
1915.

By Order,

A. R. LOWE,
Secretary.
Hongkong, Feb. 12, 1915.

FOOTBALL.

MATCH at Happy Valley on China
New Year Holiday, MONDAY,
the 15th February, at 4.0 p.m.

CHINESE PLAYERS OF THE
HONGKONG LEAGUEINDIAN PLAYERS OF THE
HONGKONG LEAGUE

(LALANIC T.M.)

Tickets to admit to Stand 30 Cents, to
enclosure 20 Cents, only obtainable from
the Match Committee.

PROFITS TO BE GIVEN TO PRINCE
OF WALES' FUND.

F. W. EAGER,
Hon. Secretary, H. K. F.A.

Hongkong, Feb. 12, 1915.

KOWLOON CANTON RAILWAY.

NOTICE.

MIXED FOOTBALL COMPETITION.

THE Public is hereby notified that on
MONDAY, February 15th, for the
convenience of competitors in the above
Competition, the train advertised to leave
Kowloon at 11.20 a.m. will be run in two
trains. The first portion leaving at
11.10 a.m. (last train 10.30 a.m.) will be
Express to SHING SHI AND WILL BE
ONLY AVAILABLE FOR PASSENGER
GENTS HOLDING FIRST CLASS
TICKETS. The second portion leaving
at 11.20 will make the usual call.

By Order,

H. P. WINSLOW,
Manager.
Kowloon, 11th February, 1915.

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I say

**KEATING'S
LOZENGES**
cure the worst Cough

DAIRY FARM NEWS.

FISH

WATSON'S CARBOLIC TOOTH POWDER

Pleasant to use, "CLEANSING" and POWERFULLY ANTISEPTIC. Destroys disease germs which invade the mouth, and so PREVENTS GUM DISEASE and DENTAL DECAY.

Price 40 Cents Per Large Tin.

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Highly recommended by the Medical Profession for the Bath and Toilet. In three strengths: 20 per cent., 10 per cent. and 5 per cent.

A. S. WATSON & CO., LTD.,
CHEMISTS, DRUGGISTS and PERFUMERS.
BY APPOINTMENT TO HIS EXCELLENCY THE GOVERNOR.

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IN
DOESKIN and
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COLOURS.

LIGHT GREY CHAMOIS
DARK GREY STONE
CALL & INSPECT THEM

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High-Class
Gentlemen's Outfitters.

THE DIARY.

MEMO FOR TO-DAY.

8 p.m.—Kowloon Cricket Club's Annual Dinner.

MEMOS FOR TO-MORROW.

St. Valentine's Day.
Chinese New Year Day.

MEMOS FOR MONDAY.

H.K. Cricket Club v. K. Cricket Club
on H.K. Ground.
Chinese New Year Holiday.
Mixed Foursums Competition at
Fanning.
Opening Night of the Italian Grand
Opera Co.
6 p.m.—Concert at Italian Convent in
aid of Belgian Relief Fund.

General Memoranda.

Tuesday, February 16.—
General Holiday.
Interport Golf at Fanning.
6 p.m.—Concert at Italian Convent in
aid of Belgian Relief Fund.
Wednesday, February 17.—
Ash Wednesday.
2.20 p.m.—Auction of Teakwood and
Blackwood Furniture etc., at Messrs.
Hughes and Hough's.
Thursday, February 18.—
3 p.m.—Auction of a Motor Car for
benefit of Prince of Wales Fund, at
Messrs. Hughes and Hough's.
Friday, February 19.—
8.30 p.m.—Smoking Concert at Diocesan
Boys' School.
Saturday, February 20.—
9 p.m.—Auction of a Motor Car for
benefit of Prince of Wales Fund, at
Messrs. Hughes and Hough's.
Sunday, February 21.—
11.30 a.m.—Annual Meeting of Ham-
phrey's Estate and Finance Co., Ltd.
Noon—Hongkong and Shanghai Bank
Meeting.
9 p.m.—Smoking Concert at the Phoenix
Club.
Saturday, Feb 20 & Sunday, Feb 21.—
R.H.K. Yacht Club Championship
Races.
Monday, February 22.—
Washington's Birthday.
Mon., 22, Tues., 23, & Wed., Feb. 24.
—Huanglong Jockey Club Race Meeting.
Tuesday, February 23.—
Enquiries for the Annual Flower and
Vegetable Show.

THE EDWARD DISPENSARY, C. KAMMING & Co., Ltd.

Chemists and Druggists.

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2A, QUEEN'S ROAD, HONGKONG.

Hongkong, July 22, 1913.

BIRTH.

HABECOST.—On February 5, at the
Victoria Nursing Home, Shanghai, to Mr
and Mrs. ALEXANDER HABECOST, a daughter.

THE CHINA MAIL

HONGKONG, SATURDAY, Feb. 13, 1915

HAS THE SUBMARINE DONE ALL THAT WAS EXPECTED?

This is the question that is asked and expounded by a writer in "Engineering" to hand, and in these days when we are becoming accustomed to the prominent part taken by the submerged craft, it is of the utmost importance that the matter should be considered from every point of view. The question arises as to whether the submarine-boat even with the effective torpedo, is all that it was expected to be. The United States General Naval Board, while recommending the construction of an increased number of fleet submarines and coast submarines, refrains from entering into any question of the possible superiority of this type of craft. They admit that the value of the submarine in war "for distant work with the fleet" can hardly be estimated, and they recommend that three fleet submarines with a wide radius of action and a high speed should be constructed. They consider that the difficulty associated with the provision of a reliable internal-combustion engine of the requisite power to give the necessary speed has been overcome. Mr. Daniels, the Secretary, however, proposes only to build one of these sea-going vessels, notwithstanding that he takes upon himself to give what must be regarded as the layman's view strongly supporting the advantages of the submarine. He states that recent developments in naval warfare have strengthened faith in the efficacy of the submarine; and "there are many (very many) more than a few weeks ago, believe that the time has come when the advice of Sir Percy Scott should be taken. Months ago that able English officer declared that the submarine was the most effective ship of the Navy of the future, and advised a cessation of the rapid construction of Dreadnoughts, and the utilisation of the money thus spent in building large numbers of submarines. The lay mind has accepted this view of the policy, but the trained naval officers making up the General Board are convinced that while submarines have a large part to play in naval warfare, they do not replace the larger craft." Later the Secretary refers to the fact that at the date of his writing there had been no encounter between powerful ships, whereas the smaller craft had "astonished the world by its ability to sink cruisers and other craft, giving its severest and most fatal blows before its presence is discovered." This is true; but when all the successes of the submarine-boat are carefully analysed it will be realised that they were attended by remarkably favourable circumstances. The British Fleet, of course, has suffered most, because it has been most at sea, and when one remembers the extreme view that Sir Percy Scott took, to the effect that with submarines "in being," it would be hazardous for any fleet of battleships to leave port, the

failure of events to substantiate the gallant Admiral's proposition is significant. It has always been understood that our Grand Fleet is in the open, because otherwise its "silent pressure" could not be operative, and the failure of any of the German ships, submarine or surface, to challenge the Fleet, and establish Sir Percy Scott's theory, must have its effect in moulding the opinion of naval officer regarding the relative place of the submarine and the battleship in composition of navies. The only element which stands in the way of definite deduction—and it is an important one—has reference to the personal equation, always and now more than ever a dominant consideration. The Secretary of the United States Navy therefore, while naively remarking that "it may be that naval engagements later on will teach lessons, and will change expert opinion,"—a point established by the battles off the Chilean coast and the Falkland Islands—somewhat grudgingly confesses that "as long as the bulk of the ablest naval officers believe that the increase of the Navy should embrace in fair proportion the Dreadnought, the destroyer, and the submarine, the Secretary would not feel warranted in recommending a widely different programme of construction." The surprise is that while the General Board suggest four Dreadnoughts, three sea-going submarines, and sixteen coast submarines, the head of the Navy is satisfied by recommending two Dreadnoughts, one sea-going submarine, and seven or more of the coast-defence type. This latter type, the General Board think, should be a small vessel to act in home waters only. Any addition to size they consider detrimental, because any increased draught debars them from operating in shallow waters, while high speed is not needed, and is gained at the expense of other desirable qualities. The sea-going boat, on the other hand, ought to be of sufficient size, radius, habitability, and surface speed, to accompany and act with the fleet tactically at all times. Nor do the Board think that there is need in naval warfare for an intermediate type. There can be no doubt but that while submarines will always be the best craft in certain contingencies, the larger vessels will always bear the most important part in any large engagement. The submarine, however, has fully proved its utility as a most useful part of any fleet.

NEWS OF THE DAY.

LOCAL AND GENERAL.

Monday being observed as Chinese New Year Day there will be no issue of the "China Mail."

Proclamations relating to the declaration of the British Protectorate of Egypt are published in the "Gazette" to-day.

The appointment of Dr. G. Montagu Harston as Surgeon-Captain in the Hongkong Volunteer Corps is gazetted.

Lady May has consented to distribute the prizes to the pupils of the Pe K'ao School on Friday, the 19th, at 11 a.m.

The list of contraband goods has again been revised. A proclamation setting them out in detail is published in the Gazette.

Mr. J. M. Aaron, of the Asiatic Petroleum Company's local office, has been transferred to Manila, and will leave in a few days time.

The total output of the Kailan Mining Administration's mines for the week ending 30th January amounted to 61,742.30 tons and the sales during the period to 55,023.91 tons.

The Chairman's speech at the meeting of the Pekin Syndicate, held in London on Dec. 30, and the questions and answers that followed, will be found on pages 2 and 3.

There was the heaviest snowfall for years in London on Jan. 22nd. The traffic was disorganised and there was a depth of eighteen inches in some of the suburban districts.

Before Mr. Wood at the Magistrate's this morning, a Chinese passenger on board the s.s. "Antelope" was fined \$250 for having in his possession one revolver and 100 rounds of ammunition.

Among those in Tientsin who are anxiously waiting for river communication to be re-established are the sixty-seven children, the sons and daughters of missionaries from practically every northern province, who are on their way back to school at Oboho. They have been here over a week waiting for a steamer, say the "Peking and Tientsin Times," of February 6, and one informant, himself a well known medical missionary, states that the parents of some are in such straitened circumstances that the children are being "boarded" at Chinese junks.

TRAINING NOTES.

Yesterday morning was cold and raw as Happy Valley. The grass track being closed, all work was done on the sand course, and the going was heavy going.

This morning the air was milder and drier, and the going was good on both courses. There were no hurdles.

Fijian Chief gave the first performance. He went easily over a mile and a quarter on the sand, covering the last mile in 2.18.2, last quarter 31.2. Mascotto went well as usual, disposing of a mile in 34.2, 34.3, 33.2, 32.3, finishing strong.

Rokimur chief (late Rosario) did a nice gallop over a mile and a half in creditable time of 3.31.2; last quarter 33.3.

Sir Calidore covered the derby distance in 3.20, last quarter 33; not pushed at the finish. Aldwych went well over a mile and a quarter, finishing in 3.11.1; while Dreadnought Dahlia (Mr. Burkill) up covered the last mile of the same distance in 2.15, last quarter 31.1.

Amphibious (Mr. Johnstone) up beat Moffat over a mile and a quarter, finishing very close in 3.11. Perhaps and Wild Cat (Mr. Ezra) in the saddle went together over a mile and a half and finished practically together in 3.23.3; last quarter 32.3. Grayling went in good style, and though not out to beat records (first quarter 41), with Bouquet acting as smasher for the last three furlongs he came home in 3.05.1 for the last half; last quarter 32.

Lochmaben's performance (Mr. Johnston) up over the derby distance was the star of the morning. He finished in 3.05.1, last quarter 31.1, and was well in front at the finish.

Apocryphus joined in at the three-quarter post to make the pace, but could not keep up with the derby gallop down the home straight. The time as we got it was 3.27.4, made up as follows: 39, 24, 34.2, 34.3, 33.1, 32.2; but some affirm that the last quarter was somewhat faster.

Australian Chief was taken a mile and three-quarters, which he covered in 4.04.3; last mile 2.14.2, last three-quarters 1.28.1; last half 1.03.2. This latter type, the General Board think, should be a small vessel to act in home waters only.

Dorneo Chief brought him along over the last three furlongs. "Triumphs" Dahlia, guided by Mr. Villa, moved very nicely; last quarter 31.1. Summie is improving very, time he goes over 2.15.4, last quarter 31.4 is good time for a "navy-cup" race.

Black Gem and Lucky Gem put up good time for a mile and a quarter together, but they do not seem to be able to improve on 3.1 for the last quarter. Whiteboy is an improving pony and covered his mile and a half in good style this morning; last half 1.04.4, last quarter 32.2.

President was taken slowly over a mile and a quarter, and was not highly pressed at the finish, though his last quarter was only 30.2. Liberty Dahlia under Mr. Burkill won an easy victory over a mile in 2.16, last quarter 31.1. Gamster did not seem to go so well this morning, but his time nevertheless was fast. He went the derby distance in 3.23.4, last quarter 31.3.

The Duke Dahlia and Perfect Dahlia both negotiated a mile (separately) in 2.16. The former finished in 30.3 and the latter in 31.1. Beattok under Mr. Johnston's guidance showed much better style and finish than on previous performances. His mile and a quarter was done in 3.17.3, 31.3, 35.1, 34.4, 31.1 = 2.53.1. Soldier finished strong in 31 after going a mile in 2.12.2. Coroner, about which pony there was a suspicion of lameness, was taken by Mr. Burkill over three-quarters in 1.41.1; last quarter 32.4. Swannee, which has also been a little unsound, was taken the same distance by Mr. Knoll in 1.42, last quarter 31.1. Both galloped as if they were quite right again.

The following times were received too late for inclusion in the table on page 1:—Lorenzo, Pope, 1st, Turpin, Mike, Gillevie, 2nd, 1, 36, 33.1, 30.4 = 1.40; Winning Hazard, MacG., 1, 37.3, 33, 32.1 = 1.41.1; Lindsay G., Forbes, 3, 33, 32 = 1.45; Hadium, Forbes, 1st, Erin, 2nd, 1, 40, 37, 36, 37, 32.3 = 3.05.3. Erin 3/5th more.

OFF TO THE FRONT.

More Hongkong Men Leave.

During the week end, a further batch of local men will be leaving for England, to go into training for active service. Among the Hongkong men are two members of the Hongkong Volunteer Corps, C. H. Buckingham, and R. W. D. Jones, who have both been gazetted Second Lieutenants, and several men have come over from Mainland China to the Coast Ports. The full list of names is given below:

1st Lieuts. M. Green, J. J. Travis, 2nd Lieuts. R. W. D. Barney, C. H. Buckingham, J. A. Smith, F. R. Wilson.

Ptes. R. N. Burton (late s.s. Hulchow), J. Watt, and G. Hudson (late s.s. Altania).

R. C. Ryder, J. E. Cooke (Singer Sewing Machine Co.), J. B. Beattie (Manila), J. T. Robertson (late. Ironkilling Furnaces).

The officers left on the P. and O. Oriental this morning, and others are travelling by different steamers.

A remarkable score was made by Mrs. G. C. McGregor at a recent weekly practice shoot of the Hongkong Ladies Rifle Association. In a quick-firing practice at 100 yards (seven shots in 35' time), at a 3-in. bull, with a 2-in. centre, Mrs. McGregor made a perfect hit, getting four shots in the central bull and all seven on the bull's eye.

This performance constituted a record, at any rate for this part of the world, and it may prove that it is unbeatable anywhere. A record of the score has been sent to England.

SINKING OF H. M. S. FORMIDABLE.

VIVID STORY BY ONE OF THE OFFICERS.

Two Explosions.

(From "The Daily Telegraph" of January 4.)

At midnight on Friday a boat with forty survivors of the battleship Formidable, which sank in the Channel on Friday morning, with such a tragic death-roll, touched the beach at Lyons Regis. The men, many of them in the scantiest clothing, were suffering greatly from exposure, and nine were found to be dead when eager hands brought them ashore. The other thirty-one are doing well.

HOW THE SHIP SANK.

Rescued by a Cruiser.

A thrilling account of the incidents immediately following the disaster to the Formidable has been given to a Daily Telegraph representative by one of the officers of the ill-fated vessel, who was on board at the time, and barely escaped with his life.

"I was sleeping in my hammock," he observed, "when, about 2.20, I was awakened by a tremendous splash. I at once jumped to the conclusion that we had either been struck by a torpedo or had run into a mine. I jumped out of my hammock and ran in my pyjamas to the upper deck. I had got as far as the gangway, when I noticed that there was already a great fire on the ship. There were others with me—some in pyjamas, some with practically nothing on. At the same time, we turned head on to the wind. The explosion occurred on the starboard side, abreast of the fore-most funnel, and I should say that the resulting rush of water flooded the boiler-rooms, because immediately afterwards the electric light and steam-power failed on all the engines, and we came to a standstill. The men were told to hold out the launch, which carries eighty. This necessitated reeling a big rope round the deck. Handling on this rope with the deck awash is a very difficult operation, but the men performed it in a marvellous manner.

TWO BOATS LAUNCHED.

We got both boats safely into the water, and in such an orderly manner was everything done that each was manned by its own crew and pulled out to a safe distance so that it should not be dashed to pieces against the ship's side. I should here remark that there was a great wind blowing and mountainous waves were running, with the result that in getting the boats away a number of ours were broken against the side of the vessel. The two sea-boats which are always kept ready for instant lowering when the ship is at sea were also manned by their own crews and got safely into the water, and pulled out of danger. For the information of those who might wonder that the boats were not fully loaded with men at once I may say that, in the tremendous sea that was running, the proper thing to do was to get the boats away from the ship first and then let the men get into them from the water after jumping from the vessel.

The men on the upper deck were told to get as much wood together as possible for assistance in keeping afloat when the ship went down. All woodwork that was portable was at once brought to the upper deck, and the carpenter also pulled up part of one of the decks. The accommodation ladder was hauled up to the quarter-deck, and all the movable furniture was taken to the upper deck.

Just about this time—I should think a quarter of an hour after the first explosion—a second occurred. This proved to be a blessing in disguise, at least temporarily, because the great rush of water which ensued helped to crush the vessel. We got nearly on to an even keel, and this made it much easier for us to get about the deck. The second explosion seemed to me to burst the boilers. The force of the explosion came through the bottom of the ship, and immediately a tremendous amount of wreckage and ashes shot out of one of the funnels, and fell into the sea.

AMBUSSING ON THE TRENCH.

All the men eventually got on to the upper deck, each with some piece of woodwork in his possession or near him. I should mention that each man wore an Admiralty swimming collar, which, while good enough in a war, simply keeps a fellow's head on a level with the water, with the result that if there is anything of a sea sickness, it is nearly always "awash." A very unpleasant experience. The officers were wearing a Glave waistcoat, which is a much better idea than the Admiralty collar. It has a tube on it, and when this is blown up it supports the wearer higher out of the water. There was not the slightest panic. I think this was very creditable. They had been standing for a long time, too, very scantily clothed, in a biting wind, and it was a great test of their courage.

DON'T COUGH.

I was about to allow a cough to bring on and saw your vitality when Chamberlain's Cough Remedy will cure you. You don't know what a persistent cough will do to you. You can't get to sleep, your throat and lungs are becoming diseased, when it is such a simple thing to get into a chamberlain's shop and get a bottle of Chamberlain's Cough Remedy. For sale by all Chemists and Storekeepers.

SPORTING.

GOLF.

The Shanghai golfers visited the course at Fanning yesterday, being shown round by Messrs. K. J. Grist, K. Brayshaw, and S. H. Dodwell. Mr. Dodwell went round in 79, and defeated Captain Barrett by one hole.

As the Band of the 25th Punjab will not be able to play at Fanning on Tuesday, the G. I. Club are endeavouring to secure the band of the 74th Punjab for that day, to play during tiffin and tea. Should this be impossible, the 25th Punjab will be at Fanning on Monday.

Baseball.

A baseball game will be played between the teams of the U.S.S. Wilmington and the M. B. K. on the Polo Ground tomorrow afternoon at 2.30.

Everybody seemed to think the ship would hold out and float to dawn, and she did actually float for about two hours and a quarter. She developed a terrible list, however, in spite of the good effect of the second explosion, and in order to correct this the turret crews tried to train their guns on the beam, but there being no hydraulic pressure, available, they were unable to do this, and the effort had to be abandoned. Verry's lights were now sent up. The wireless apparatus was, of course, out of order, there being no current.

About this time there would be about 700 men on board out of our complement of 700, the remainder being the crews in the four boats that had been lowered.

THINGS WERE NOW GETTING RATHER WARM. Our vessel was considerably down by the head, and the starboard side of the funnel was awash. Then followed an uncomfortable three-quarters of an hour while we waited. All our water-tight doors were closed, and everything done that could be done to keep the ship afloat, but as time went on it was evident she was going under, and her list was increasing terribly. The crews of the starboard-side—the side which was in the water—had been down and closed the gun-ports, but it was easily noticed in one of the gun casemates that the water was rising rapidly inside, and coming up the ammunition hoists. During the last ten minutes that the vessel was afloat—from about 4.20 to 4.30—the list appreciably increased, and matters had reached a climax.

The captain came down from the bridge on the port boat-deck, and sang out: "Into the water with you; she's going." Then it was a question of each man for himself. You must understand that the ship was now nearly flat on her side. Hundreds of the men had climbed over the rails on the upper side, which was out of the water, and stood there in two ranks waiting for orders, and on hearing the captain's shout they all slid down the vessel's side into the sea.

Many fell with some force against the bilge keel, which was showing above the water, and got some nasty injuries, but eventually swam off. I distinctly saw two men get hurt through falling on the bilge keel.

In the meantime the poor fellows who had not been able to get hold of the upper rail, as the list became greater, slipped back right across the deck to starboard into the water. The fall was more of a drop than a slip, as the deck was by this time almost perpendicular. Many of them fell on the turrets, and I am afraid got injured thereby.

LAST OF MY OLD SHIP.

As to myself, I managed to climb over the top rail with great difficulty, and slipped down the ship's side with the other. On getting into the water I struck out absolutely for all I was worth to escape the suction of the sinking vessel. After swimming furiously for three or four minutes I turned round and found I was only three yards from the ship. I could almost touch it. I suppose the suction had drawn me back. I struck out again, and this time got clear, but could not resist the temptation to turn round and have a look at the poor old ship.

"It was one of the saddest sights I have ever seen in my life, and I never want to see another like it. There was just the stern of the vessel with the two propellers and the rudder sticking out of the water, and plainly outlined against the sky. All this time a very loud hissing noise was coming from the sinking ship, I suppose this was the air escaping under the tremendous pressure. Sharp sounds were constantly heard from the interior of the vessel, caused by the engine and other heavy materials slipping out of their places. I expected to hear the explosion of some of the 12-in. shells, but could not detect this amongst the other noises.

The vessel then disappeared entirely, and I turned my attention to saving myself. I had only got on my pyjamas, and after standing for over two hours in the hope that the wind on the deck I can assure you, strange as it may appear, that I did not feel it cold in the least; it was certainly warmer than in my coat, and I was quite down.

Yes, it's rather alarming to be suddenly awoken and to know that you are going down, but we were lucky in being ourselves on pieces of wood. Many with the hope that the vessel would not make, as their groans testified, sink. For half an hour she did not make, and it was with heartfelt gladness that any appreciable list, but, of course, in a matter of this kind it is always a question of time.

I struck out for her. A torpedo ladder, if the weather had been better I believe we lowered to us, and I was just all the vessel would have floated.

A GERMAN SPY IN PEKING.

ACCOUNT OF HIS DISCOVERY.

PEKING, Feb. 6.

Dr. Vortsch registered and has stayed at the Wagona Lite Hotel under the name of A. Nilsson. Many mistakes were made between him and the Swedish Consul, Mr. A. Nilsson which arose entirely from the very suspicious adoption by the former of a name almost identical with that of the Swedish Consul, who was thus exposed to the risk of being blamed for the other's actions.

Dr. Vortsch apparently counted upon the Swedish Consul being still in Hongkong, in which case the false name would probably never have been discovered.

The discovery arose owing to Reuter's correspondent calling on the Swedish Consul, Mr. A. Nilsson, when his card was taken to the German's room by the hotel boy, who subsequently explained that two calls of that name were staying there, one of whom was German and one Swedish.

In answer to further inquiries made by Reuter's correspondent, the boy stated that he knew the last caller to be a German as a 1-ter had arrived for him from the German Legation in the name of Nilsson.

Inspection of the hotel card-book then disclosed the slight difference of the name previously reported. Dr. Vortsch has left for Hankow.—S. C. Daily News.

HONGKONG CIVIL SERVICE LIST.

We have received from the publishers, Messrs. Norman and Co., a copy of the Hongkong Civil Service List for 1915. The publication, which has reached its eleventh year, contains in addition to the information which it is primarily intended to give, historical and statistical particulars, an index to seasonal papers covering the period 1899-1914 and a list of Government publications.

The Board of Trade have notified the Imperial Merchant Service Guild that it is essential during the war that captains of British merchant ships should always have on board the bills of lading and a manifest of cargo. "Next to comply with these instructions may result in ships being stopped and delayed by H.M. Customs vessels or the war vessels of the Allied nations.

to climb up it with some others. Some men were hauled up in a noose. The rescued men were at once taken into the sick bay, and given a cup of brandy, after which they were carried off to the ward-room and cabins, where they were wrapped in blankets.

After the cruiser had rescued all the men who could—and I feel sure the last no living soul in the water—she cleaned off at full speed. I was very pleased when I recovered from the effects of my swim, to discover on board a fellow-officer of the Formidable—Midshipman "Trot MacGregor," who had been attached to the cruiser for some time.

As to the launch and pinnace and the two other boats which were lowered, they must have been carried away by the wind. They were put into the water about an hour before the Formidable sank, and before any men jumped into the water. If they had had their full complement of crew they would have done very good work indeed, but in their crippled condition, owing to their broken cars, they were greatly handicapped.

AN OLD COMRADE.

In view of the large number of officers who have been saved, I should like to say that every one of them was picked up out of the water except the two who were landed at Brixham, and those were presumably acting under orders, being in charge of the boat.

As to the conditions on board when the first explosion occurred, I have said there was no panic. The men who were on duty were lucky, as they had their clothes on, whereas those who were turned out of their hammocks were in sleeping garments, and very little could be done for them. Plenty of blankets were available, and the men made good use of these. When it was known that the ship was sinking a few enterprising fellows rushed the canteen, and brought up tin boxes of cigarettes. These were served out, and greatly soothed the recipients.

VALUE OF THE FLOATING WOODWORK.

The value of floating woodwork in these circumstances cannot be over-estimated, as even small things, which by themselves will not support a man, prove very useful in keeping him afloat, and he may come across another piece which will save the situation. Although the woodwork was thrown overboard as extensively useful while we were afloat, it made getting on board the rescuing ships very difficult, as the wood struck us in a number of cases. I got a knock on the chin with one piece, but fortunately it did no damage.

CAPTAIN LORRY'S WIFE.

Captain Lorry went down with his ship, according to British custom. The last I saw of him was when he was standing on the boat-deck, shouting to the men to get into the water. The ship sank, and I do not think the captain was saved, but I do not know.

Yes, it's rather alarming to be suddenly awoken and to know that you are going down, but we were lucky in being ourselves on pieces of wood. Many with the hope that the vessel would not make, as their groans testified, sink. For half an hour she did not make, and it was with heartfelt gladness that any appreciable list, but, of course, in a matter of this kind it is always a question of time.

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

THE WAR.

DARING RAID OF BRITISH AVIATORS ON GERMAN STRONGHOLDS.

ENORMOUS DAMAGE INFLICTED.

SPLENDID ATTACK BY BRITISH SEAPLANES AND AEROPLANES.

LONDON, Feb. 12, 9.30 p.m.
The Press Bureau announces that during the last twenty-four hours thirty-four British seaplanes and aeroplanes attacked Bruges, Zebruggen, Blankenberg and Ostend districts with a view to preventing the development of submarine bases.

THE DAMAGE INFLICTED.

Great damage was done, Ostend railway station probably being burned to the ground, while at Blankenberg the station was damaged and the railway much torn up.
Bombs were dropped on gun positions at Middelkerke, also on the power station and on German mine-sweepers at Zebruggen, but the extent of the damage is unknown.
No submarines were seen.

PILOTS RETURN SAFELY.

Despite the heavy gunfire all the pilots are safe, though two of the machines were damaged.
Wing-Commander Samson commanded the attack.

HONOUR FOR ADMIRAL JELlicoe

Feb. 12, 9.5 p.m.
Admiral Sir John Jellicoe has been gazetted Knight Grand Cross of the Order of the Bath for meritorious services.

ISSUE OF RUSSIAN TREASURY BILLS.

BIG DROP IN GERMAN STOCK.

Feb. 12, 8 p.m.
Russian Treasury bills for two millions sterling redeemable yearly, were issued to-night at 95 per cent. For the first time since the re-opening of the Stock Exchange there were dealings in German Imperial three per cent, which stood at 83½, against 74 at the end of July.

WELSH GUARDS BATTALION TO BE FORMED.

LONDON, Feb. 11.
The King has sanctioned the formation of a Welsh Guards Battalion. It will be commanded by Lieut.-Colonel Murray-Thorpe, formerly in command of the 4th (Border) Battalion King's Own Scottish Borderers.

THE RUSSIAN DUMA.

LONDON, Feb. 12.
The Duma has been adjourned until December.

RAILWAY STATIONS BOMBED.

LONDON, Feb. 12, 6.45 p.m.
A Paris communique states that the actions have been mostly in the nature of artillery engagements.
The enemy exploded a mine at the end of a trench at Laboisselle, but we maintained our ground.
We bombed the railway stations of Thiancourt and Arnayville.

UNPRECEDENTED GERMAN LOSSES.

LONDON, Feb. 12, 6.35 p.m.
A semi-official Paris communique states that the failure of the German attacks in Poland appears to be complete. The German losses are unprecedented and are reported to include over 40,000 killed.

(French Government Telegram.)

THE TOLL OF THE WAR.

GERMANS LOSE 100,000 IN A WEEK.

VIA Peking, Feb. 12.
The Russians have gained important successes in the Carpathians and also in Poland. In those regions during the last week the Germans abandoned more than 100,000 killed and wounded.

AMERICA'S SHIP PURCHASE BILL WITHDRAWN.

LONDON, Feb. 12.
It is announced at Washington that it has been decided to withdraw the Ship Purchase Bill and to substitute for it a private Bill limiting Government ownership to a period of two years after the restoration of peace, and prohibiting the purchase of interned vessels.

AMERICAN SHIP SEIZED AT FALMOUTH.

CARGO DECLARED CONTRABAND.

LONDON, Feb. 11.
The British authorities have seized the cargo of foodstuffs of the American steamer *Wilhelmine* which arrived at Falmouth with a cargo consigned to an American subject in Hamburg. They claim that the seizure was justified by the German Government's appropriation and distribution of all foodstuffs. The cargo would otherwise have been passed as destined for the civilian population.

WASHINGTON, Feb. 12.
The State Department at Washington has decided that the *Wilhelmine* must go to the Prize Court in consequence of the German decree appropriating foodstuffs.

RUSSIANS CAPTURE HEIGHTS IN CARPATHIANS.

LONDON, Feb. 12, 1.00 a.m.
A Petrograd communique says:—
We repulsed attacks in the Carpathians to the west of Mesoloborez in the direction of Sabinow, east of the Ujok Pass, and a German offensive against Kozlomok heights.
We have captured the heights near Rabbe, to the east of the Lupkow Pass, after a stubborn fight, taking a thousand prisoners.

BY TELEGRAPH.

THE FIGHTING IN POLAND.

HEAVY GERMAN LOSSES.

LONDON, Feb. 12, 1.00 a.m.

A Petrograd communique says:—
A concentration of very great German forces in East Prussia has been definitely established. They are developing an offensive, especially in the directions of Wiekowinski and Lyck. The presence of new formations from the centre of Germany has been discovered. Our troops are retiring from the line of the Mazurian Lakes towards the frontier, but are holding the enemy.
There have been collisions on the right bank of the Vistula from Myschinetz to Ostrolenka, Sarpetz, and the Skwa river.
There was only a cannonade on the left bank of the Vistula.

IMPORTANT AMERICAN NOTES TO GREAT BRITAIN AND GERMANY.

LONDON, Feb. 11.

A message from Washington states that the American Government has sent Notes to Great Britain and Germany, both being in a friendly tone. The former makes observations on the use of the neutral flag, pointing out that its frequent use might endanger neutral vessels.

THE NOTE TO GERMANY.

WASHINGTON, Feb. 12.

The text of the Note has been published.
The Note to Germany reminds her that the right of belligerents is limited to visit and search, unless a blockade is effectively maintained, which the American Government understands is not proposed in this case. The Note continues: "To declare or to exercise the right to attack and destroy any vessel entering a prescribed area of the high seas without first certifying that its belligerent nationality or the contraband character of her cargo is an act so unprecedented in Naval warfare that this Government is reluctant to believe that the Imperial Government of Germany in this case contemplates it as possible."

The Note reminds Germany that the United States is now open to criticism for unneutral acts. If commanders of German warships act on the presumption that the flag of the United States is not used in good faith and should destroy on the high seas American vessels and the lives of American citizens it would be difficult for the Government of the United States to view the act in any other light than an indefensible violation of neutral rights, which it would be very hard indeed to reconcile with the friendly relations now happily existing between the two governments and they would be constrained to hold the imperial government to strict accountability for such acts and take any steps that might be necessary to safeguard American lives and property.

The Note concludes by mentioning that representations had been made to Great Britain concerning the "unwarranted use of the American flag for the protection of British ships."

THE NOTE TO GREAT BRITAIN.

The Note to Great Britain recites that the State Department had been advised of a declaration by the German Admiralty that the British Government had expelled and authorised the use of neutral flag. It also mentions the *Lusitania* incident and Press reports of a Foreign Office statement defending the use of the neutral flag, and declares that the American Government view with anxious solicitude any general use of the flag of the United States by British vessels traversing the waters mentioned in the German Order.

THE STRUGGLE IN FRANCE AND BELGIUM.

NIEUPORT AGAIN BOMBED.

LONDON, Feb. 12, 1.05 a.m.

The Paris evening communique says:—
The enemy strongly bombarded Nieuport and the banks of the Yser, but only damaged property slightly. Our artillery replied effectively.
In the Argonne region, at Baginelle, after a violent fight with trench mortars all the morning, the Germans at one o'clock attacked a Marais Theres work, advancing in columns of four along a front of 500 yards. The attack was shattered by our artillery and infantry fire. The Germans left a great number of dead.
In the Vosges, south of the Chateau Lusse, and north of the Sainte-Marie Pass, we saved a trench by a coup de main.
There has been a violent artillery duel at several points of the front.

HEROIC DEATH OF ANOTHER GARIBALDI.

KILLED IN THE ARGONNE.

(From the "Daily Telegraph" of Jan. 7.)

News has reached Paris of the heroic death in the field of another of the sons of General Ricciotti Garibaldi, who is himself the son of the famous Italian liberator. Yesterday afternoon a French official communique says:—

In the Argonne, near the ravine of Courtois Chateau, where we mined and blew up some German trenches, the Italian regiment commanded by Lieut.-Colonel Garibaldi made a vigorous attack on the breach made by the explosions.

It took 120 prisoners, including twelve non-commissioned officers, and captured a machine gun and a caisson.

The chief aide-de-camp, Costante Garibaldi, brother of the Lieut.-Colonel, was killed in the course of the attack.

Only a few days ago we recorded the equally heroic end of Lieutenant Bruno Garibaldi, brother of the officer who has also laid down his life for France.

FRENCH APPRECIATION.

PARIS, Wednesday Night.

A second Garibaldi has died fighting for liberty and for France. This afternoon's communique gives us his name and rank. It is Costante Garibaldi, chief adjutant, who has fallen, as his brother Bruno fell, in a heroic and victorious attack of the Italian Legion in the Argonne.

The sad news, received in Italy through the telegram of condolence sent yesterday by M. Millerand, French Minister of War, to the dead man's father, General Ricciotti Garibaldi. The blood of such heroes is, to use Gustave Hervey's phrase, "An indelible seal of kinship between the two great Latin nations."

"To-day," writes the *Temps*, "France, too, is at Rome in heart and thought and firm resolve. It is a day of hope as well as of mourning. With our brothers in arms we swear on these coffins and on these flags never to return our sword to the sheath till our common civilization has been saved. The generous blood which we deplore, and shall avenge, will not have been shed in vain."

The telegram in which M. Millerand, the French Minister of War, informed General Ricciotti Garibaldi of the further loss that had befallen him was as follows:—
I learn with painful emotion of the new loss that has snatched you, striking at once

the brave and noble Italian army and our own. In expressing to you our deep admiration for the hero who has fallen in our ranks, I desire to assure you, on behalf of all his comrades in the French army and on my own behalf, of the share that we take in your sorrow.

M. Polignac, President of the Republic, has sent to General Ricciotti Garibaldi the following telegram of condolence:—
Hardly had I received your noble telegram (the General's reply to the President's message of sympathy on the death of Bruno Garibaldi) when I learned of the glorious death of another of your sons fallen in the forest of Argonne, where daily the Italian Legion gives proof of valour and heroism. Accept my renewed and heartfelt sympathy.

LATE BRUNO GARIBALDI.

Public Sympathy.

Turin, Tuesday.

The coffin containing the body of Lieutenant Bruno Garibaldi arrived here at 5.55 this evening, accompanied by two of the dead man's brothers, in the uniform of French officers.

At the station were the French Consul and representatives of the Garibaldi Federation, the Democratic group of the local branch of the Social Reform party, and the Republican Society. There was a large attendance of the public.

The French Consul and the President of the Garibaldi Federation, General Ricciotti Garibaldi, were cordially cheered.

The French residents in Turin placed a wreath of bronze on the coffin, and the Consul expressed their sympathy to the brothers of the dead officer.

HONOURING THE DEAD.

Impressive Scenes in Rome.

Rome, Wednesday Evening.

Huge crowds collected in the early hours of the afternoon in the station square and along the streets where the funeral procession of the late Lieutenant Bruno Garibaldi was to pass.

The French residents in Turin placed a wreath of bronze on the coffin, and the Consul expressed their sympathy to the brothers of the dead officer.

At half-past two a magnificent hearse was seen approaching, and it was noticed that it bore the flag which the ladies of Greece presented to the Garibaldian Legion which fought at the battle of Domokos.

Eight Garibaldians then lifted up the coffin containing Bruno Garibaldi's body, and placed it in the hearse, spreading on the coffin the dead man's red shirt, together with wreaths from the Garibaldi family, the Municipality of Rome, and from M. Barre, the French Ambassador in the Italian capital.

As the hearse was being led in the heroic flag of the Garibaldian veterans who were lining the route, was lowered in sign of mourning. The procession then started on its way to the cemetery.

DON'T RISK PNEUMONIA.

GET rid of every cold as quickly as possible. It is the forerunner of all pulmonary trouble, and pneumonia may develop in a few hours. Take Chamberlain's Cough Remedy. It is a simple thing to do, but the effect is marvellous. For sale by all Chemists and Storekeepers.

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

SPANISH MINISTER ORDERED TO LEAVE MEXICO.

LONDON, Feb. 12.

General Carranza has ordered the Spanish Minister to Mexico to leave the country on the ground that he gave refuge to a Spanish spy.

THE ACTION BY MESSRS. WATSON AND CO.

The hearing was resumed before Mr. Wood this morning of the charge of receiving a quantity of patent medicine alleged to have been stolen from Messrs. A. S. Watson and Co.

Jose. Mr. H. E. Pollock, K.C., instructed by Mr. Stephens, prosecuted and Mr. Jenkins, instructed by Mr. Dwyer, defended. Mr. Jose, who watched the case on behalf of another defendant, who is remanded on a charge of stealing the medicine.

In answer to Mr. Jenkins, a witness named Wong, who is in charge of the sales department of the prosecuting firm, said that if an agent for some reason or other wished to discontinue the sale of the drug in question the prosecutor would not take back the stock which the defendant might have on hand. Defendants had been in the employ of the Company for nine years.
The case was again adjourned.

HONGKONG VOLUNTEER CORPS.

Corps Orders by Major D. Macdonald.

MUSKetry (PART I)

Trained men and recruits of the Engineer Company, Saturday, 20th, at 2.30 p.m. and Sunday, 21st February at 9.30 a.m.

Members must attend punctually at the times stated. Any man arriving late will not be allowed to fire.

Officers on duty in the Butts, Saturday, 20th Feb. Last night.

Officers on duty in the Butts, Sunday, 21st Feb. 2nd Lt. Murphy.

An Officer of the Engineer Company will be present each day to take charge of the firing point and sufficient N.C.O.s of the Engineer Co. will attend to assist the Instructor. Field Glasses should be carried by every man possessing them.

OFFICERS' TRAINING LECTURE.

Thursday, 18th February, Lieut.-Col. Mobley, D.S.O.

Parades for Monday, 15th, Tuesday, 16th and Wednesday, 17th February, Nil.

DETAILS.
Orderly Officer to-day and to-morrow, Lieut. Kennett.

Orderly Officer on 15th and 16th February, Lieut. Webb.

Orderly Sergeant to-day and to-morrow, Sergt. Cooper.

Orderly Sergeant on 15th and 16th February, Sergt. Bullock.

To furnish Guard to-night Scouts Company.

To furnish Guard to-morrow Scouts Company.

To furnish Guard on 15th February, No. 2 Section Artillery.

To furnish Guard on 16th February, No. 1 Section Artillery, and Left Section, M. G. Co.

To furnish Guard on 17th February Centre Section, M. G. Co.

ALLEGED THEFT OF ADMIRALTY STORES.

The case in which an Indian Police Sergeant and two watchmen, all employed at the Royal Naval Yard, charged with stealing Admiralty stores from ships out of commission, was formally remanded by Mr. Hazleard this morning.

The successive adjournments have been granted to allow of the attendance of other prisoners arrested at Singapore and who arrived in the Colony on board the English mail steamer to-day.

LANGKAT OUTPUT.

Messrs Benjamin and Potts, share and general brokers, send us the following statement relative to the Langkat Output:—

Feb. 7th, ... 249 tons
8th, ... 251
9th, ... 191
10th, ... 233
11th, ... 243

Rome, Wednesday.

The news that another Garibaldi had fallen at the front was received here just as the body of Lieutenant Bruno Garibaldi was arriving in the capital, escorted by two of the five brothers who are now fighting for France. The receipt of the sad news increased the emotion of the spectators and added to the enthusiasm and impressiveness of the occasion. Shouts of "Viva la Francia!" "Viva l'Italia!" "Viva l'Italia!" were heard on every hand.

It was touching to see old veterans who had fought in the wars of independence, in the campaign against Prussia in 1870, in the two expeditions to liberate Greece, proud in their old shirts, but with tears in their eyes, swearing that they would never rest until the grand-children of the Liberator were avenged.

In addition to all the survivors of the Garibaldian campaign, in their red shirts, the remains were received by a great number of veterans of the Italian wars and by a large crowd, including members of the British, French, and Greek colonies.

The body was carried by the two young members of the Garibaldi family to the station hall, which had been transformed into a chapel ardente. The coffin will be removed to the cemetery this afternoon.

It is anticipated that the cortege will be a very long one, and that the French Ambassador, the Greek Minister, and members of the municipality will be present.

PRINCE OF WALES' FUND.

SUBSCRIPTION LIST No. 19.

Expense Accounts, Depart-
ment, Naval Yard, ... \$31

Electrical Engineers' Dep't.,
Naval Yard, per Mr. F. W.
Wright, ... 35

H. W., ... 50

Proceeds of the Garden Fete
held at the Hongkong
University on 30th January
Collected from box at Phoenix
Club, ... 2,073.00

A. Sinclair, ... 7.50

H. W. Turnbull, St. John's
Hall, ... 5

Staff of Asiatic Petroleum Co.
(S.S.C.), Ltd., January, ... 292

H. C. Lowick, ... 100

Chinese Amateur Dramatic
Company, Queen's College
Yue Hing Loong Shop, ... 1,070.12

Mr. R. D. Harvey's Fund—
Collected by Mr. H.
Murray, ... 15

Mr. W. A. Donaldson, ... \$15

Mr. W. S. Pickett, ... 5

Mr. H. Murray Bain, ... 15

Mr. J. H. Smith, ... 15

Mr. W. F. Knapp, ... 15

Mr. E. Smith, ... 5

Mr. G. Harper, ... 5

Collected by Mr. F. M.
Crawford, ... 80

Mr. G. H. Alcock, ... 10

Mr. S. H. Dutton, ... 10

Mr. F. Graham, ... 10

Mr. W. V. Laing, ... 10

Mr. C. M. O'Sullivan, ... 10

Mr. A. Kum, ... 10

Mr. W. Gow, ... 20

Mr. J. Fraser, ... 10

Capt. W. G. Pickett, ... 10

Collected by Mr. F. A.
Page Patrick, Kong-
moon, ... 6

Mr. J. Chipperfield, ... 6

Mr. D. B. Izatt, ... 5

Mr. H. C. Scrimshaw, ... 4

Mr. A. Crawshaw, ... 3

Mr. M. Friedman, ... 2

Mr. E. A. Friedrichsen, ... 2

Mr. F. A. Page Patrick, ... 10

Collected by Mrs.
Eustace, ... 34

Mr. F. M. Crawford, ... 5

J. A., ... 7.50

Mr. G. J. Harman, ... 5

Mr. Lam Tam San, ... 5

Mr. F. J. Ainslie, ... 3

Mr. Lam Shun Shan, ... 3

Mr. W. E. Fisk, ... 3

Mr. P. H. Fisher, ... 3

Mr. B. A. Stanford, ... 3

Mr. H. E. Scriven, ... 5

Mr. H. I. Bridger, ... 3

Mr. Duncan Clark, ... 2

Mr. G. C. England, ... 1.50

Mr. B. W. Cornack, ... 3

Mr. H. Bullock, ... 1.50

Mr. A. E. Paine, ... 5

Collected by Mr. G. T.
Alloy, ... 54.50

Capt. Lowman, ... 10

Collected by Mr. R. D.
Harvey, ... 10

Mr. C. A. Perry, ... 10

Mr. H. F. Hickman, ... 5

Mr. J. Corner, ... 3

Mr. P. W. A. Wilkie, ... 2

Mr. J. Stalker, ... 2

Miss Baylis, ... 5

Mr. J. M. Gordon, ... 5

Mr. J. H. Backhouse, ... 5

Mr. F. G. Herbridge	4
Mr. M. J. Dever	1
Mr. D. E. Clark	3
Mr. A. H. Roberts	3
Mr. F. Davington	10
L. S.	3
H. B.	5
A. J. C.	5
H. Van M.	1.50
Collected by Capt. H. D. Jones	89.50
Mr. J. H. Woolcott	10
Mr. W. L. Foster	10
Capt. H. D. Jones	15
Mrs. A. M. Jones	15
Mrs. F. G. Peck	15
Mr. J. S. Murray	10
	75

SHIPPING

PACIFIC AND ORIENTAL
STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

PORTS	STEAMERS	To Sail	Remarks
SHANGHAI	(MALTA)	Daylight	Freight and Passage.
SHANGHAI, MOJI, KOBE, YOKOHAMA	(Capt. G. W. COCKMAN, R.N.R.)	14th Feb.	Passage.
SHANGHAI, MOJI, KOBE, YOKOHAMA	(Capt. A. COLVILL)	25th Feb.	Passage.
HONGKONG, via USUAL PORTS	(MALTA)	Noon	See Special of Call.
HONGKONG, via USUAL PORTS	(Capt. G. W. COCKMAN, R.N.R.)	29th Feb.	Passage.
HONGKONG, via USUAL PORTS	(NAMUR)	10 a.m.	Freight and Passage.
HONGKONG, via USUAL PORTS	(Capt. A. COLVILL)	21st Mar.	Passage.

Subject to immediate alteration without Notice.
All the above steamers are fitted with Wireless Telegraphy.
E. A. HEWITT, Superintendent.
P. & O. S. N. Co.'s Office.

CANADIAN PACIFIC ROYAL MAIL
STEAMSHIP LINE.

VIA VANCOUVER AND

THE CANADIAN PACIFIC RAILWAY.

PROPOSED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION.

SAILINGS TEMPORARILY WITHDRAWN.

The 'EMPEROR OF RUSSIA' and 'EMPEROR OF ASIA' are new quadruple screw 21 knot turbine steamers of 18850 tons gross—30,825 tons displacement—the best, fastest and most luxurious on the Pacific.
All steamers of the Company's Pacific and Atlantic Fleet are equipped with the Marconi wireless apparatus.
Each Trans-Pacific 'Empire' connects at Vancouver with a Mail Express Train and at Quebec with the Company's Atlantic Mail Steamers.
The Company's chain of Hotels across Canada are unsurpassed for comfort.

PASSAGE RATES, HONGKONG TO LONDON.

'EMPEROR OF RUSSIA'	Optional Atlantic Port £71.10.
'EMPEROR OF ASIA'	do do 236.
'EMPEROR OF INDIA'	do do 236.
'EMPEROR OF JAPAN'	do do 236.

MONTAGLE—Intermediate service—First class railway, second cabin Atlantic, via Canadian Atlantic Port—£45.
Atlantic, via Canadian Atlantic Port—£45.
Boston or New York—£45.
Meals and sleeping car across Canada not included in any of above rates. If required such will cost £2 additional.

Passengers purchasing Trans-Pacific Round Trip passage tickets have the option of returning from San Francisco by the steamers of the Pacific Mail S.S. Co. or Toyo Kisen Kaisha.

Local and through passengers may, if desired, travel by rail between ports of call in Japan.

SPECIAL THROUGH RATES (First Class only) are granted to Naval and Military Officers, European Civil Service Officials, Missionaries, &c. Full particulars on application to Agents.

Through Passengers are allowed 8 days' stay at the various points of interest en route.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. CRADDOCK, General Traffic Agent, Corner Peckers Street and Praya (opposite Blake Pier).

NIPPON YUSEN KAISHA
(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	Displacement	SAILING DATES
MARSEILLES & LONDON	KASHIMA MARU	19,000 tons	THURSDAY, 25th Feb. at Noon.
via SINGAPORE, MALACCA, PENANG, COLOMBO, SUEZ AND PORT SAID	MUSHIMA MARU	19,000 tons	THURSDAY, 11th Mar. at Noon.
VICTORIA, B.O., & SEATLE, via SHANGHAI, MOJI, KOBE, YOKOHAMA & YOKOHAMA	YOKOHAMA MARU	19,000 tons	TUESDAY, 23rd Feb. at Noon.
SYDNEY & MELBOURNE	YOKOHAMA MARU	19,000 tons	MONDAY, 1st Mar. at Noon.
via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	TANGO MARU	13,500 tons	TUESDAY, 16th Mar. at 4 p.m.
BOMBAY via SINGAPORE, MALACCA AND COLOMBO	JINSEN MARU	13,500 tons	THURSDAY, 18th Feb. at Noon.
CALCUTTA via SINGAPORE, PENANG & RANGOON	COLOMBO MARU	13,500 tons	MONDAY, 22nd Feb. at Noon.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU	9,500 tons	MONDAY, 15th Mar. at 10 a.m.
KOBE & YOKOHAMA	SUWA MARU	20,000 tons	TUESDAY, 23rd Feb. at 11 a.m.
SHANGHAI & KOBE	RANGOON MARU	13,500 tons	SUNDAY, 21st Feb. at Noon.
SHANGHAI & KOBE	TOSA MARU	12,000 tons	WEDNESDAY, 17th Feb. at Noon.

PASSENGER SEASON FOR 1915.

FOR EUROPE.

Steamers	Displacement	Leave Hongkong
KASHIMA MARU	19,000 tons	Thursday, 25th February.
MUSHIMA MARU	19,000 tons	Thursday, 11th March.
SUWA MARU	20,000 tons	Thursday, 23rd April.
YOKOHAMA MARU	19,000 tons	Thursday, 23rd April.
YOKOHAMA MARU	19,000 tons	Thursday, 23rd April.
YOKOHAMA MARU	19,000 tons	Thursday, 23rd April.
YOKOHAMA MARU	19,000 tons	Thursday, 23rd April.

FOR AMERICA.

Steamers	Displacement	Leave Hongkong
YOKOHAMA MARU	19,000 tons	Tuesday, 23rd February.
YOKOHAMA MARU	19,000 tons	Tuesday, 23rd February.
YOKOHAMA MARU	19,000 tons	Tuesday, 23rd February.
YOKOHAMA MARU	19,000 tons	Tuesday, 23rd February.
YOKOHAMA MARU	19,000 tons	Tuesday, 23rd February.
YOKOHAMA MARU	19,000 tons	Tuesday, 23rd February.
YOKOHAMA MARU	19,000 tons	Tuesday, 23rd February.

Telephone No. 222.

SHIPPING

PACIFIC MAIL S.S. CO.

OPERATING MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.

STEAMERS	Tons	Displacement
MONGOLIA	27000 tons	30000 tons
MANCHURIA	27000 tons	30000 tons
KOREA	18000 tons	20000 tons
SIBERIA	18000 tons	20000 tons
CHINA	10000 tons	12000 tons
PERSIA	8000 tons	10000 tons

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco.

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe.

STEAMERS	Sailing	Day	Time
S.S. MONGOLIA	Sailing	Wednesday	17th Feb. 1 p.m.
S.S. PERSIA	"	Tuesday	2nd Mar. 1 p.m.
S.S. KOREA	"	Thursday	9th Mar. 1 p.m.
S.S. SIBERIA	"	Wednesday	17th Mar. 1 p.m.

These steamers are famous for their modern equipment, comfort, and the speed of the service, which is under the personal supervision of Mr. V. Morton, the world-famous expert. Large staterooms equipped with electric fans and running water. Berths equipped with electric reading lamps. Numerous amusements—all water swimming tank. Philippine orchestra, deck games and a full menu of refreshments throughout the trip.

The Safety and Comfort of Passage is Our First Consideration.

For further information, rates, itineraries, etc., apply to E. O. MORTON, Agent, King's Building (opposite Blake Pier), Telephone No. 144.

For San Francisco via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

via SHANGHAI, MANILA, the INLAND SEA JAPAN and HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer	Displacement	Leave Hongkong
SHINYO MARU	22,000-21 knots	Tuesday, 23rd Feb.
CHIYO MARU	22,000-21 knots	Tuesday, 23rd Mar.
TENYO MARU	22,000-21 knots	Tuesday, 13th Apr.
NIPPON MARU	11,000-18 knots	Tuesday, 27th Apr.

* Via MANILA; Omitting Shanghai.
Steamers via Shanghai leave at Noon.
Manila at 10.30 A.M.

First Class to London	£71.10.	Return (8 months) £120.
First Class to New York	£80.	Return (8 months) £136.10.
" " " San Francisco	£45.	Return (8 months) £83.

Passengers purchasing Trans-Pacific Return tickets have the option of returning from SAN FRANCISCO by steamers of the Pacific Mail S.S. Co. or from VANCOUVER by steamers of the Canadian Pacific Railway Co.

SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS, MISSIONARIES, etc.

ROUND THE WORLD tickets issued in connection with all the principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

via Japan Ports, Honolulu, Hilo, Los Angeles, Manzanillo, Salina Cruz, Panama, Callao, Iquique and Valparaiso. Thence by Trans Andean Route to Buenos Aires, etc.

Steamer	Displacement	Sailing
ANYO MARU	18,500-15 knots	Wednesday, 10th March.

For full particulars, apply to Agents and Freight apply to K. DOI Acting Agent, Telephone 291, KING'S BUILDING (Opposite Blake Pier).

NATAL LINE OF STEAMERS

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transhipment at CALCUTTA, in conjunction with the INDO-CHINA STEAM NAVIGATION CO. LTD. AND 'APCAR LINE'.

Steamer from Hongkong	On or about	Connecting at Calcutta with	on or about
POOK SANG	23rd Feb.	A Steamer	Middle of March.
LAI SANG	27th Feb.	"	"

For Freight and further particulars apply to DODWELL & CO., LTD., Agents.

HONGKONG—NEW YORK.

REGULAR SAILINGS via PORTS and SUEZ CANAL (With liberty to call at the Malabar Coast).

FOR NEW YORK via PANAMA CANAL.
For Freight & further particulars, apply to DODWELL & CO., LTD., Agents.

THE NANYO YUSEN KAISHA (SOUTH SEA MAIL S. & CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore, Batavia, Samarang and Sourabaya.

S.S. HOKUTO MARU, For S'pore, Batavia, Cebu, Samarang & Sourabaya	23rd Feb.
S.S. RIJON MARU, For S'pore, Batavia, Cebu, Samarang & Sourabaya	27th Feb.
S.S. RIJON MARU, For S'pore, Batavia, Cebu, Samarang & Sourabaya	27th Feb.
S.S. HOKUTO MARU, For S'pore, Batavia, Cebu, Samarang & Sourabaya	10th April.

For Freight or Passage apply to DODWELL & CO., LTD., Agents.

SHIPPING

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
HAIPHONG	HONGHAI	Feb. 14, at 9 a.m.
SHANGHAI	SHANGHAI	Feb. 14, at 10 a.m.
SHANGHAI	SHANGHAI	Feb. 14, at 10 a.m.
SHANGHAI	SHANGHAI	Feb. 17, Daylight.
HAIPHONG	SHANGHAI	Feb. 18, at 10 a.m.
HONGHAI & PAKHOL	SHANGHAI	Feb. 18, at 10 a.m.
MANILA, CEBU & ILOILO	SHANGHAI	Feb. 18, at 4 p.m.
SHANGHAI	SHANGHAI	Feb. 23, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.
S.S. 'LINTAN' and S.S. 'HANUL'.

MANILA LINE. Twin Screw Steamers 'Chincha', 'Taming' & 'Tain'. Excellent Saloon accommodation and ships. Electric Fans fitted. Extra state-rooms on deck, also on 'Taming' and 'Tain'.

SHANGHAI LINE. The Twin Screw Steamers 'Anhui' and 'Chenai' and the 'Kanchow', 'Lingchow', 'Yungchow' and 'Yungchow', having excellent accommodation with Electric Light throughout and Electric Fans in the state-rooms and Dining Saloon, maintain a fast scheduled service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Wootung.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 38.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
YOKOHAMA	HONGKONG	SUNDAY, Feb. 14, Daylight.
YOKOHAMA, KOBE & MOJI	YATSHING	WEDNESDAY, Feb. 17, at Noon.
SHANGHAI	KWONGSANG	THURSDAY, Feb. 18, Daylight.
HAIPHONG	TAKSANG	FRIDAY, Feb. 19, at 10 a.m.
SHANGHAI	CHOYSANG	SATURDAY, Feb. 20, Daylight.
MANILA	SUENSANG	SATURDAY, Feb. 20, at 3 p.m.
TIENSIN	CHONGSHING	SUNDAY, Feb. 21, Daylight.
SINGAPORE, PENANG & CAYENNE	POOKSANG	TUESDAY, Feb. 23, at 5 p.m.
SINGAPORE & PENANG	ONSANG	WEDNESDAY, Feb. 24, at 5 p.m.
SHANGHAI, KOBE & MOJI	NAMSANG	THURSDAY, Feb. 25, Daylight.
SINGAPORE, PENANG & CAYENNE	LAISANG	SATURDAY, Feb. 27, at 3 p.m.

RETURN TOURS TO JAPAN.
The steamers Kungang, Namang & Pookang leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the Yatshing, Kungang, and Kungang leaving Hongkong at regular intervals for Yokohama, Kobe & Moji and returning thence direct to Hongkong. Time occupied 18 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified Surgeon is also carried.
Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihaiwei.

Taking Cargo on through Bills of Lading to Kudat, Lahad Datu, Singapore, Tawau, Bunkan, Jesselton and Labuan.

For Freight or Passage, apply to Telephone No. 215.

JARDINE, MATHESON & Co., Ltd.

General Managers.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG & RANGOON.

Steamers are despatched EASTWARD and WESTWARD at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents.

Telephone No. 215.

THE ROYAL MAIL STEAM PACKET COMPANY

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

'SHIRE' LINE SERVICE—HOMEWARD.

For	Steamer	Date of Departure
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TRANS-PACIFIC 'SHIRE' AND 'GLEN' JOINT SERVICE.

For freight and further particulars, apply to JARDINE, MATHESON & Co., Ltd., AGENTS.

Telephone No. 215 Sub Ex. No. 2.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE

REGULAR SERVICE BETWEEN

CALCUTTA STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

These Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a daily qualified Surgeon.

For Freight or Passage, apply to DAVID SALMON & CO. LTD., AGENTS.

Telephone No. 215.

SHIPPING



Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship MALTA, Captain G. W. COCKMAN, R.N.R., carrying His Majesty's Mails will be despatched from the port for BOMBAY, on FRIDAY, the 26th February, at Noon, taking Passengers and Cargo for the above ports in connection with the Company's Steamship Egypt from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong. Sux and Valenciennes, and Tux and Cargo for Italy, France, and London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London. Passengers for London etc., will be conveyed via Bombay and transhipped to the a.s. Kestrel due in London on 8th April, 1915.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWITT, Superintendent, Hongkong, Feb. 13, 1915.

AMERICAN & ORIENTAL LINE.

For NEW YORK AND BOSTON via PANAMA.

THE Steamship ROYAL PRINCE, Captain COUL, will be despatched as above on WEDNESDAY, 24th February. For Freight etc. apply to THE BANK LINE, LIMITED, General Agents, Hongkong, Jan. 29, 1915.

NOTICES TO CONSIGNEES

'BEN' LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM LEITH MIDDLEBROOK LONDON AND STRAITS.

THE Steamship BENVENUE.

Consignees of cargo are hereby informed that all Goods are being taken to their risk into the Godowns and extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th instant, will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 23rd instant, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th instant, at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, February 9, 1915.

123.

AMERICAN-ASIATIC S.S. CO.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship CHINESE PRINCE.

Captain H. J. DAVIS, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and or from the wharves delivery may be obtained.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th February, at 10 a.m.

All claims must be presented within FIFTEEN DAYS of the steamer's arrival here, after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th February, will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & CO., Agents.

Hongkong, Feb. 3, 1915.

123.

THE CHINA MAIL

TYPHOON

MAP AND

GUIDE

Enables one to locate the centre of a Typhoon.

MOUNTED ON CARDBOARD AND

TAPED FOR HANGING

Price 40 Cents

From THE CHINA MAIL OFFICE.



HAVE YOU USED KAMINIA OIL?

(Registered.)
The World's Favourite Hair Oil.

For beautifying and increasing the growth of the hair, for preventing its falling out, for restoring it to its natural colour, for making it silky, pliant and smooth, and for keeping the scalp cool and refreshed. No other hair oil can approach it in perfection. It has, besides, the most delicate and charming perfume.

TEST IT FREE.

A sample phial will be sent free of charge to all who write for it.

Can be had from all Universal Providers and other principal dealers in the Colony or from the sole agent Choo Choo Wai, No. 8, Yee Wo Street, Hongkong.

Sole Proprietors—

KAMINIA PERFUMERY COMPANY,
Bombay, India.

CHURCH SERVICES.

St. John's Cathedral.

QUINQUAGESIMA SUNDAY, FEBRUARY 14TH, 1915.

Holy Communion (8.05 a.m.)

Introit, Psalm XXIII; Hymns, 172, 322, 561; Service, Mathebeck.

Matins (11 a.m.)

Responses, Ferial: Venite, Alcock; Psalms, 124, 139; Te Deum, Russell, Jones.

Eve: Benedictus, Mornington (2nd morning); Hymns, 255, 275.

Evangelium (3.45 p.m.)

Responses, Ferial: Psalm, of the 14th evening; Magnificat, Smart (2nd morning); Nunc Dimittis, Wesley.

Hymns, 1 Special Paper, 257, 192.

St. Andrew's Church, Kowloon.

Matins 11 a.m.

Responses, Ferial: Venite, Turle, 13th Day; Psalms, As set; Te Deum, St. John; Benedictus, Troutbeck; Hymns, 1 (4a. Tunc), 501, 242.

National Anthem.

Evangelium 6 p.m.

Responses, Ferial: Psalm, As set; Magnificat, Rothwell, 27th morning; Nunc Dimittis, Jones; Peragimus, 23rd evening (in union); Hymns, 301, 534, 179, 35.

Vesper Hymn. National Anthem.

St. Peter's, West Point, Seamen's Church.

Holy Communion at 8 a.m.

Matins at 11 a.m.

Responses, Ferial: Venite, Tucker; Psalm, appointed for the 14th morning of the month; Chants selected from Cathedral Psalter—Barbary, Turle, Sullivan; Te Deum, Dykes; 192 Tunc; Benedictus, Hely; Hymns, 192 Tunc; 82, 244, 94.

Procher—Rev. W. T. Featherstone, M.A.

Union Church, Kennedy Road.

11 a.m.—Hymns, 429, 334, 150, 438, 6 p.m.—Hymns, 411, 92, 424, 144, 91.

Collections for the London Missionary Society.

Procher—Rev. J. Kirk Macdonachie.

First Church of Christ Scientist, MacDonnell Road.

Sundays, 11.15 a.m.

Wednesday, 5.30 p.m.

Wesleyan Methodist Church, Wanchai.

Sunday Morning Service 10.15 a.m.

Sunday Evening Service 8.15 p.m.

Soldiers' and Sailors' Home, Arsenal Street.

Sunday Evening, Gospel Service, 8 p.m.

St. Joseph's Church, Garden Road.

Mass and Sermon at 10 a.m. followed by the Benediction of the Blessed Sacrament.

Roman Catholic Cathedral, Glenahilly.

Low Mass at 7 and 9 a.m.

High Mass at 8 a.m.

6.30 p.m.—Benediction of the Blessed Sacrament.

CHINESE NEW YEAR HOLIDAYS.

Sunday next, the 14th inst., being Chinese New Year Day, the Post Office will be entirely closed. There will be no delivery or collection of correspondence from the Pilgrimage Boxes. Non-local holders may, however, obtain their ordinary correspondence on application at the enquiry counter at the West corner of the building.

On Monday, the 15th and Tuesday, the 16th inst., the Post Office will be open from 8 to 9 a.m., and there will be one delivery and one collection of ordinary letters on each day.

The Money Order Office will be entirely closed.

There will be no night steamer for Canton on Sunday and Monday the 13th and 14th inst.

HONGKONG REGISTER.

Barometer 30.11, 30.14, 30.10

Temperature 59, 58, 50

Humidity 70, 72, 76

Direction of Wind W, NE, E

Force 2, 1, 3

Weather 0, 0, 0

Rain 0, 0, 0

Highest temperature on the 12th, 62

Lowest temperature on the 12th, 46

F. F. GARDNER, Director.

Hongkong, Feb. 13, 1915.

To-day's Advertisements

"INDRA" LINE LIMITED.

For NEW YORK Via PANAMA CANAL.

S.S. "INDRAGHRI"

Will Depart on SATURDAY, 20th February, 1915.

For freight, passage and further particulars, apply to

JARDINE, MATHESON & Co., Ltd.

Agents.

Telephone No. 215, Sub. Ex. 9.

Hongkong, February 13, 1915.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction,

on

SATURDAY,

the 20th February, 1915, commencing at 11 a.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Lee Hoo Street,—

A QUANTITY OF

VALUABLE TEAKWOOD, AND

SUNDRY BLACKWOOD

FURNITURE, &c., &c.

Comprising:—

Drawing Room Suites, Bedroom Suites,

Dining Room Furniture, Arm-chairs and

Sofas, Carpets and Rugs, Brass-mounted

Bedsteads, Toilet Tables, Wardrobes,

Washstands, &c., Sideboards, Dinner

Waggon, Extension Dining Tables and

Chairs, &c., &c., Dinner and Dessert

Servants, Crockery, Glass and E.P. Ware,

Cooking Stoves, Cutlery, &c., &c., &c.

Also

An assortment of Blackwood Furniture

Marble Clock, 2 American Combination

Safes, &c., &c.

(Full Particulars from Catalogue.)

Terms:—As usual.

HUGHES & HUGHES,

Auctioneers.

Hongkong, Feb. 13, 1915.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,

(on account of the CONSIGNER),

on

SATURDAY,

the 20th February, 1915, at 2.30 p.m., at

No. 50, Nathan Road, Top Flat,

Kowloon

THE SUNDRY

VALUABLE HOUSEHOLD

FURNITURE,

&c., &c., &c.

Comprising:—

Hallstand, Large Sideboard, Extension

Dining Table and Chairs, (Famed Teak)

Chest of Drawers and Ann-Chairs, Large

Redwood (Hair Mattress, Wardrobes,

Toilet Table, &c., &c., Parity and Kitchen

Utensils, Electric Fittings, Remington

Typewriter, &c.

(Full Particulars from Catalogue.)

On view day of sale.

Terms:—As usual.

HUGHES & HUGHES,

Auctioneers.

Hongkong, Feb. 13, 1915.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, JAPAN

PORTS & MANILA.

CONSIGNEES OF Cargo per Steamship

MONGOLIA.

The above-mentioned vessel having

arrived Consignees of Cargo are hereby

notified to send in their bills of lading for

counter-signature and take immediate

delivery from the Company's Godown at

West Point. Cargo will be landed im-

mediately at Consignee's risk.

Cargo remaining undelivered on MON-

DAY, February 15th, 1915, at 5 p.m. will

be subject to landing charges and if

undelivered FRIDAY, February 19th,

1915, at 5 p.m. will be subject to both

landing and storage charges.

No Fire Insurance whatever will be

accepted.

All chafed and otherwise damaged cargo

will be examined by the above Company's

Godown at West Point on February 19th

at 10 a.m.

No claims will be entertained unless

accompanied by short delivery note or list

of exceptions taken at the time of delivery

to consignees and signed for and on behalf

of the Pacific Mail S.S. Co.

All claims must be filed on or before

February 25th, 1915, otherwise they will

not be recognized.

R. C. MORTON,

Agent.

Hongkong, Feb. 13, 1915.

If you happen to be late your goods will

be landed at the Company's Godown at

West Point and will be subject to both

landing and storage charges.

Only at the ALEXAN-

DRA CAFE.

Without pure blood health is impossible.

VETARZO BLOOD

MEDICINE

Never before was there anything like it, nor can its marvelous properties ever be equalled in all

cases of poor blood, impurity, or other imperfection of the blood from whatever cause arising. No

sooner is it assimilated into the system than it permeates and penetrates to the minutest capillary,

overcoming and expelling disease, wherever and in whatsoever form it may be found, and

restoring the system to its normal state of health and vigor. It is a most powerful and

effective medicine, and its effects are almost magical in the treatment of such diseases as

eczema, psoriasis, skin eruptions, and all other diseases of the skin, and of the blood.

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